

03-Yuba-20-PM 0.00/3.38
03-Yuba 70-PM 13.23/15.41
Program Code: 201.378
EA: 2F080K
April 2011

Request Programming in 2010 Amended SHOPP

PROJECT LOCATION: In Yuba County in and near the City of Marysville on SR 20 from Sutter/Yuba County Line, PM 0.00, to Levee Road, PM 3.38, and on SR 70 from E Street Bridge No. 16-33, PM 13.23 to 24th Street, PM 15.41.

APPROVAL RECOMMENDED: *Laurie J. Lammert*
DISTRICT PROGRAM MANAGER, Laurie Lammert

APPROVAL RECOMMENDED: *Ali Kiani*
PROJECT MANAGER, Ali Kiani

APPROVED: *Jody Jones* *6/6/11*
DISTRICT DIRECTOR, Jody Jones DATE

This project initiation document has been prepared under the direction of the following Registered Civil Engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

M Saeed Chaudhary
PROJECT ENGINEER, M Saeed Chaudhary

April 18, 2011
DATE



03-Yuba-20-PM 0.00/3.38
03-Yuba 70-PM 13.23/15.41
Program Code: 201.378
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Initiating Office/Initiator:

The Program Manager for the 201.378 ADA Infrastructure program has established that a project is needed that meets the qualifications for the State Highway Operation and Protection Program (SHOPP).

This project initiation document provides conceptual approval of the proposal and a recommendation to program the project into the current State Highway Operations and Protection Program. A project report will serve as final approval of the proposal.

Need and Purpose:

Need:

The project locations which currently do not meet pedestrian accessibility standards are required to be improved to comply with mandated ADA and Caltrans standards.

Purpose:

Upgrade access for all people to the pedestrian facilities within State's right of way in compliance with the Americans with Disabilities Act (ADA) and in accordance with Caltrans Design Information Bulletin (DIB) 82-04. The 201.378 program brings State facilities into ADA compliance by placing or replacing existing pedestrian facilities where they are currently missing or do not meet current Standards.

Deficiency Summary:

Many locations with pedestrian infrastructure on State highways, which includes sidewalks, curb ramps, accessible pedestrian traffic signals, cross-walks, slopes and cross slopes are not in compliance with the current ADA standards.

Project Proposal:

The project proposes to install new, where required, or reconstruct or upgrade existing pedestrian infrastructure, such as curb ramps, pedestrian paths, cross-walks, traffic signals, and driveways, within the State's right-of-way that is not in compliance with the ADA Act and Caltrans DIB 82-04. There are numerous deficiencies within the project limits for SR 20 (PM 0.00/3.38) and SR70 (PM 13.23/15.41) through the City of Marysville. Refer to Attachment A for Location Map. The project is estimated to cost \$3.60 million in capital cost. See Programming section of this PSR and also Attachments H and I.

It is recommended that this project be coordinated with two other improvement projects, EA 03-0A580 and 03-1E760, which also include making ADA related upgrades and are

expected to be in construction about the same time. Combining 03-1E760 with 03-2F080 for the construction will reduce conflicts and duplications.

Systems Planning:

The project is consistent with the ADA act and the Department's Complete Streets policy (DD 64R1).

- Identify Systems
SR 20, as well as 70, within the City of Marysville is a State designated High Emphasis Focus Route.

- State Planning

Complete Streets concepts are being integrated into Transportation Corridor Concept Report updates.

- Regional Planning

The proposed Yuba SR 20 and 70 ADA upgrade is consistent with the accessibility and mobility goals identified in the Sacramento Area Council of Governments Metropolitan Transportation Plan for 2035.

Landscape:

Five to six trees may be affected by this project and may need to be replaced. However, trees along Ellis Lake will be preserved and protected. In addition, one tree at the corner of Hwy 20 and Buchanan Street, considered a visual and environmental resource, will need to be preserved and protected. Attachment F provides details.

Right of Way:

Most of the work in the project will be performed within the State's Right of Way, however, some Temporary Construction Easements (TCEs) will be required. Some utility poles will also require relocation to provide pedestrian paths which have clear 4 ft minimum width. See Attachment D for R/W Data Sheet.

Traffic Management Plan (TMP):

The project is located on a multi-lane and two-lane, two-way highway. The daily peak-hour volume (in both directions) ranges from 3,750 vph to 5,200 vph. It is estimated that it will cost \$2,000 per day to maintain traffic and Traffic Control System. Construction Zone Enhanced Enforcement Program (COZEEP) is estimated at \$1,000 per day during daylight hours and \$2,000 per day during nighttime hours whenever CHP involvement is needed during construction. See Attachment E. Moreover, appropriate steps will be taken to minimize impacts to affected businesses.

Hazardous Waste:

All work is expected to be done within the Caltrans' existing Right of Way. However, soil disturbance is anticipated during construction and excess soil may be generated. Aerial deposited lead (ADL) and Lead/Chromium Based paint may exist due to the historical use of leaded gasoline and Traffic Striping.

Office of Environmental Engineering is estimating \$60,000 for sampling within the proposed construction limits. See Attachment C for the preparation of Health and Safety Plan to handle such materials.

Utilities:

Some utilities in the State's Right of Way may need to be relocated. These utilities will be identified and shall be the responsibility of the respective Utility Company. Caltrans Right of Way Unit will coordinate with the respective utility company for the relocation.

Storm Water:

The majority of the project will not disturb existing vegetation and create new slopes. It will not change existing drainage patterns, runoff channels or drains. Most of the locations, where new sidewalks and curb ramps are to be installed, are already paved, which minimizes the impact on existing drainage patterns and vegetation. Therefore, this project does not have the potential to create water quality impacts.

Temporary construction site BMPs will be deployed under a contractor prepared WPCP. See Attachment G for Storm Water Data Report.

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Hydraulics:

It is estimated that approximately 60 Drainage Inlets may require adjustment and approximately 600 linear feet of drainage system may be affected in connecting DIs to existing drainage facilities.

Environmental:

The project qualifies for Negative Declaration under California Environmental Quality Act (CEQA) and Categorical Exclusion under National Environmental Policy Act (NEPA). See Attachment B for Mini-Preliminary Environmental Analysis Report.

Programming and Funding:

- **Programming**
The project will be programmed for FY 2013/2014. Construction is expected during the summer of 2015. The Programming sheet, Attachment I, containing milestones and capital, R/W and support costs, is attached.
- **Funding**
The project is planned subject to be funded in the 2010 SHOPP under the 201.378 program at an estimated current capital cost of \$3.60 million.

Reviews:

The project was reviewed by, amongst others, Laurie Lammert, Traffic Engineering Senior, Heidi Sykes, HQ Design Reviewer, Joe Horton, HQ-ADA Program Senior, and Don Rushton, District 3 Constructibility Review Coordinator.

PROJECT PERSONNEL:

Ali Kiani	Project Manager	(530) 741-4587
Tammy Massengale	Senior Environmental Planner	(530) 741-4041
Jennifer Lowden	Senior R/W Agent	(530) 741-5139
Poppea Darling	R/W Coordinator	(530) 741-4016
M. Saeed Chaudhary	Project Engineer	(530) 741-5407
Nelson Lee	Electrical Chief	(530) 634-7622
Rupinder P Gill	Electrical Engineer	(530) 741-7656
Heath Hatheway	Storm Water Coordinator	(530) 741-5406

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Tim Ellison	Senior Landscape Architect	(530) 741-4126
John Hudson	Hydraulics	(530) 741-4437
Fernando Rivera	Area Construction Engineer	(530) 822-5355
Dave Gamboa	Construction Electrical Senior	(916) 263-4911
Ann Murphy	Constructibility Reviewer	(530) 741-4381
Don Rushton	Constructibility Review Co-ord.	(530) 741-4516

ATTACHMENTS:

- A. Location Map
- B. Mini-Preliminary Environmental Analysis Report
- C. Initial Site Assessment (ISA)
- D. Right of Way Data Sheet
- E. Traffic Management Plan Data Sheet
- F. Landscape Architecture Assessment Sheet (LAAS)
- G. Storm Water Data Report
- H. Cost Estimate
- I. Programming Sheet

ATTACHMENT A

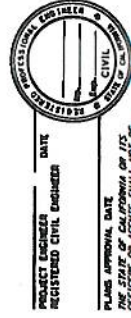
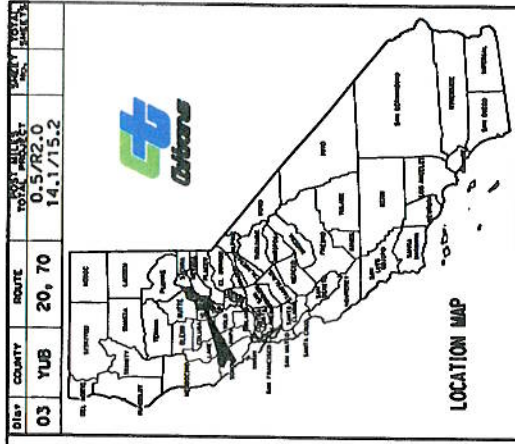
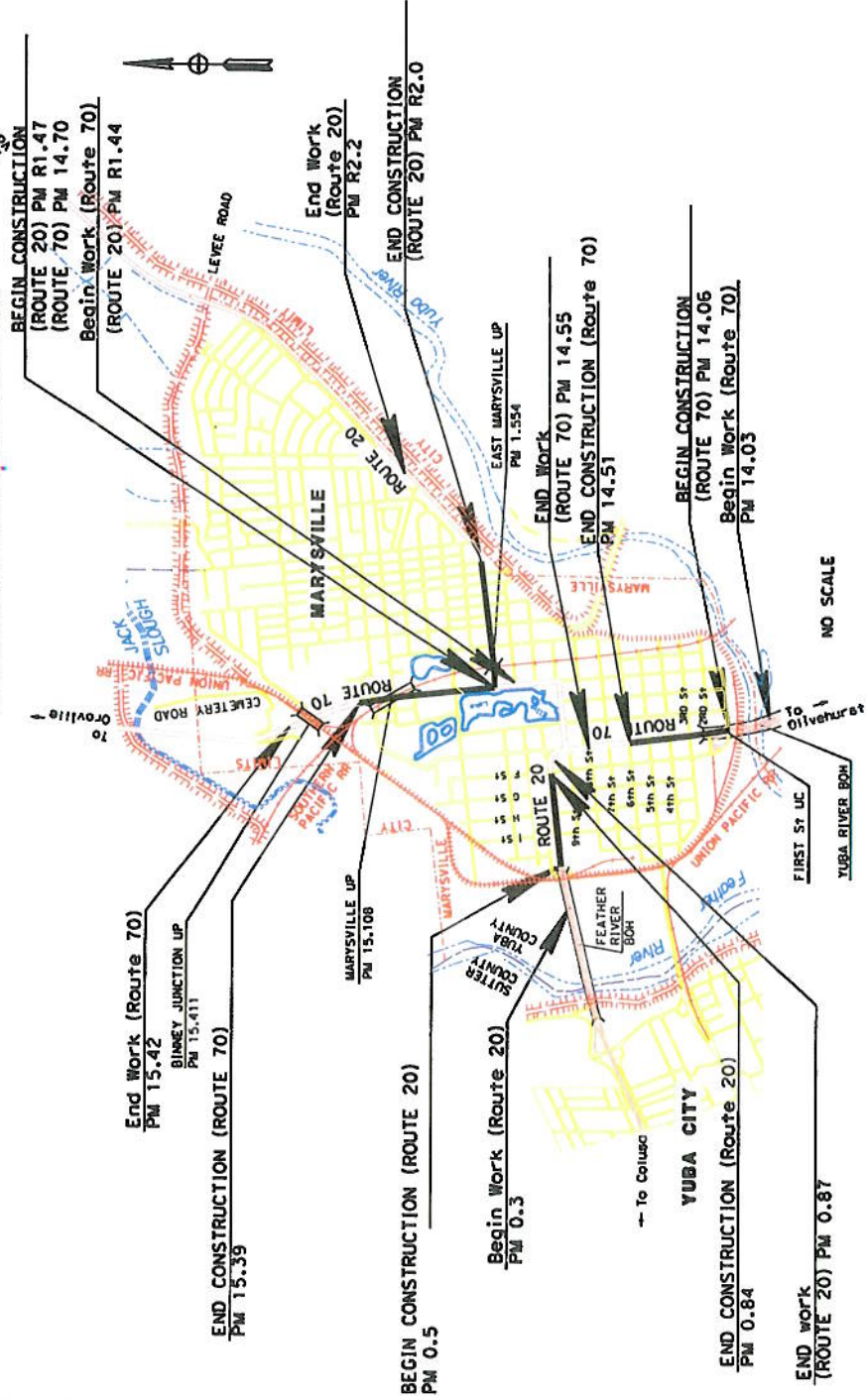
Location Map

INDEX OF PLANS

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY

IN YUBA COUNTY IN MARYSVILLE
ON ROUTE 20 FROM FEATHER RIVER BRIDGE TO BUCHANAN STREET
AND ON ROUTE 70 FROM FIRST
STREET TO 0.2 SOUTH OF BINNEY JUNCTION UP

TO BE SUPPLEMENTED BY STANDARD PLANS DATED MAY 2006



CONTRACT No. CU 03399
EA 03-26080

ATTACHMENT B

Mini-Preliminary Environmental Analysis Report (PEAR)

PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

1. Project Information

District 03	County YUB	Route 20/70	PM Various	EA 2F080K
Project Title: ADA Compliance Project				
Project Manager Ali Kiani			Phone # 741-4587	
Project Engineer M. Saeed Chaudhary			Phone # (916) 274-0505	
Environmental Office Chief/Manager Susan D. Bauer			Phone # 741-7113	
PEAR Preparer Chris Carroll			Phone # 741-4276	

2. Project Description

Purpose and Need

The purpose of this project is to comply with Title 11 of the American with Disabilities (ADA) Act.

Description of work

The project proposes to reconstruct or install sidewalks, curb ramps, pedestrian access traffic signals, and other misc. items along YUB-20/70 (PM Various) in the City of Marysville in Yuba County.

Alternatives

There are two alternatives considered for this project, the "Build" Alternative and the "No-Build" Alternative.

Alternative 1 (Recommended) - The project proposes to construct various ADA improvements along YUB-20/70 (PM Various) in the City of Marysville in Yuba County.

Alternative 2 No Build Alternative- The existing highway would remain as is and the proposed improvements would not be done. This alternative does not meet the project "Purpose and Need".

3. Anticipated Environmental Approval

Check the anticipated environmental determination or document for the proposed project in the table below.

CEQA		NEPA	
Environmental Determination			
Statutory Exemption	<input type="checkbox"/>		
Categorical Exemption	<input type="checkbox"/>	Categorical Exclusion	<input checked="" type="checkbox"/>
Environmental Document			
Initial Study or Focused Initial Study with Negative Declaration or Mitigated ND	<input checked="" type="checkbox"/>	Environmental Assessment with Finding of No Significant Impact	<input type="checkbox"/>
Environmental Impact Report	<input type="checkbox"/>	Environmental Impact Statement	<input type="checkbox"/>
CEQA Lead Agency (if determined):		Caltrans	
Estimated length of time (months) to obtain environmental approval:		9-18 months	
Estimated person hours to complete identified tasks:			

4. Special Environmental Considerations

N/A

5. Anticipated Environmental Commitments

Visual Commitments

- All trees along Ellis Lake are to remain preserved and protected.
- The large Oak tree located at corner of E 12th Street (SR 20) and Buchanan Street should be preserved and protected. This tree is mature and established; it is a visual resource.
- The trees, vegetation, and lawn areas within the residential area along E 12th Street between Swezy Street and eastern edge of town needs to be protected, where feasible. If these areas are compromised they will need to be landscaped as part of this project. Trees, shrubs and lawn area will need to be replaced.
- The trees along E Street (SR70) should be protected in such a way as to reduce damage to the trees root systems. Where it is possible to relocate the trenching for conduit in order to protect the vegetation this method should be employed. If trees need to be removed the area should be replanted after the roadway work is completed.
- The Landscape Architect will need to be present in the field to determine which trees are to be removed or protected.
- The existing ADA curb ramps within the project location consist of a brick-red color. This should be the preferred choice of colors in order to create a visual tie and consistency within the urban framework of the area, however, this concept will need to be verified with the City of Marysville in order to meet the City's standard.
- All areas disturbed or used for staging of vehicles and equipment shall be hydro-seeded and restored to its natural condition upon completion of the project. This can best be accomplished by re-contouring areas and applying erosion control (type hydro-seed) if needed.

- Context Sensitive Solutions should be employed along the street corridor when implementing the ADA standards to create a visually pleasing urban environment; and also, to promote the City of Marysville's long term goals for their Main Street theme development.
- Street trees should be implemented along the highway corridor's edge where it is feasible. The tree species will be determined by the landscape architect during the PS&E phase of the project.

HW Commitments

- Final project SSP/NSSP needs will be identified and drafted upon completion of the PSI.

Biological Commitments

- Caltrans will ensure that no grinding materials or construction related debris enters the city's drainage system by implementing storm water pollution prevention plans and best management practices during construction.

WQ Commitments

- The site should be evaluated for potential water quality impacts associated with the project.
- The project shall adhere to the conditions of the Caltrans Statewide NPDES Permit CAS No. 000003 (Order No. 99-06-DWQ) issued by the State Water Resources Control Board. This permit is currently out for public review and may have additional requirement upon the adoption later this year. Adherence to the compliance requirements of the NPDES General Permit CAS No. 000002 (Order No. 2009-0009-DWQ) for General Construction Activities is required if the disturbed soil area (DSA) is equal to or greater than 1.0 acre.
- If the project adheres to Order No. 2009-0009-DWQ a Risk Level Determination will be necessary. The CVRWQCB has been conservative on project Receiving Water determinations. Per the previous determinations by the CVRWQCB the receiving water risk for this project is expected to be a HIGH.
- Consideration should be given to include SSP 07-346 (Construction Site Management) during PS&E to control potential sources of water pollution before it encounters any storm water system or watercourse. It requires the Contractor to control material pollution, manage waste and non-storm water at the construction site. The Contractor prepared WPCP/SWPPP incorporates appropriate Construction Site BMPs to implement effective handling, storage, use and disposal practices during construction activities.
- The Caltrans' Storm Water Management Plan (SWMP), the Project Planning and Design Guide (PPDG) Section 4, and the Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent Treatment BMPs. Line Item BMPs may be required and incorporated into the PS&E.
- Construction Site BMPs shall be selected to protect water bodies within or near the project limits from potential water pollution runoff from construction activities. To address the temporary water quality impacts, the contractor will implement

Temporary Construction Site BMPs identified in the WPCP/SWPPP or included as Line Item BMPs.

- The project is located within an Urban Municipal Separate Storm Sewer Systems (MS4) Phase II area Yuba County and City of Marysville.
- If site dewatering is required for the new construction, a dewatering plan is required. Site access for construction must be included in any water quality analysis.
- There are no "Drinking Water Reservoirs and Recharge Facilities" where spills from the Caltrans' owned right of way, activities, or facilities could discharge directly to municipal or domestic water supply reservoirs or ground water percolation facilities.
- The project is within the jurisdiction of the Central Valley Regional Water Quality Control Board (CVWQCB). Caltrans may participate in early project design consultation with CVRWQCB.

6. *Permits and Approvals*

No permits from any of the regulatory agencies will be required.

Caltrans has a Statewide National Pollutant Discharge Elimination System (NPDES) Permit (permit) issued by the State Water Resources Control Board, (Board Order 99-06-DWQ). This permit regulates the storm water and non-storm water discharges associated with Construction activity, discharges associated with normal maintenance and operations of Caltrans facilities (also known as a Municipal Storm Water Permit), and it also serves as a State of California Waste Discharge Requirement.

The permit requires Caltrans to comply with the requirements of the statewide Construction General Permit (Board Order Number 2009-009-DWQ). During construction, compliance with the permit requires the appropriate selection and deployment of both structural and non-structural Best Management Practices (BMPs) that achieve the performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

7. *Level of Effort: Risks and Assumptions*

N/A

8. *PEAR Technical Summaries*

8.1 Land Use:

The project as currently anticipated is not expected to have an impact on local land use.

8.2 Growth:

The project as currently anticipated is not expected to have an impact on local growth.

8.3 Farmlands/Timberlands:

The project as currently anticipated is not expected to have an impact on farmlands/timberlands.

8.4 Community Impacts:

Construction detours for pedestrians and bicyclists will be required.

8.5 Visual/Aesthetics:

The resources used to prepare this report were based on information gathered from the environmental and landscape architectural divisions of District 3's Department of Transportation. Aerial Maps and Caltrans Photolog were also used to help assessing the visual aspects of the proposed project area.

The existing condition of the proposed project area is predominantly a four-lane conventional urban arterial. The route as it travels through the urban area consists of a combination of short city blocks with signalized intersections. The eastern edge of SR 20 becomes less urban as one drives towards the foothills. This portion of SR 20 becomes a two lane highway facility. The land use is predominantly commercial, small business development and residential.

The proposed project will have little impact overall on the urban setting and design of the area. The improvements to the ADA infrastructure could impact some vegetation, such as trees, shrubs and turf areas.

There are trees within the project area that are considered a visual resource to the area and will need to be protected. Large established trees are a visual resource to the community. The areas worth noting are as follows:

- The trees along the edge of Ellis Lake (B and 9th Street);
- The camphor trees and ornamental pears on E Street (the "main-street" area of Marysville); and,
- The trees within the residential area of E 12th Street (between Swezy Street and Buchanan Street).

If these trees cannot be preserved then the project will need to include revegetation of areas that are disturbed. The project Landscape Architect will prepare an assessment for the work and cost that will be required for this restoration work.

The highway corridor of the project area is not designated a State Scenic Highway, Scenic Byway or Wild and Scenic River area.

The overall visual quality of the proposed project area would be considered moderate due to the benign neglect that is prevalent along the highway corridor. There is very little unifying character to the region.

8.6 Cultural Resources:

The project is funded with State and Federal money, therefore it is subject to review under the 2004 Programmatic Agreement among the Federal Highway Administration, the State Historic Preservation Officer, the Advisory Council on Historic Preservation, and the California

Department of Transportation (Federal-Aid Highway Program PA), which governs compliance of the Federal-Aid Highway Program with Section 106 of the National Historic Preservation Act (Section 106) in the State of California.

Due to the scope of the undertaking, and the extremely sensitive nature of the project area for cultural resources, total compliance is likely to take approximately 18 months from beginning to end. Steps, if deemed necessary, that will be followed in order to comply with the Federal-Aid Highway Program PA are listed below:

- Conduct an updated records search at the North Central Information Center;
- Conduct correspondence with any interested parties (e.g., local museums/historical societies, Native American Heritage Commission, local Native American representatives);
- Delineate an Area of Potential Effects (APE);
- Prepare a Historic Property Survey Report (HPSR);
- Amend the Archaeological Management Plan (AMP) prepared for the Marysville Roadway Rehabilitation Project, if necessary;
- Prepare a Historical Resources Evaluation Report (HRER);
- Submit the HPSR, AMP, and HRER to the State Historic Preservation Officer for a 30-day review.
- Prepare a Finding of Effects (FOE) document describing the specific effects of the project on any resources determined eligible for listing in the National Register; and,
- Submit the FOE to Headquarters staff review (15 days) and transmittal to SHPO for a 30-day review period under the Federal-Aid Highway Program PA.

If the FOE concludes that the project would have an adverse effect on the qualities that make a resource eligible for listing in the National Register of Historic Places, Caltrans must make all efforts to avoid or minimize the harm. If the adverse effect cannot be avoided, Caltrans will then be required to:

- Consult with the SHPO regarding the terms of the Federal-Aid Highway Program PA. Resolution of the terms of the PA may take 6-18 months, depending on the complexity of issues and the feasibility of proposed mitigation measures.

In the event that the proposed project would have an adverse effect on cultural resources that are protected under Section 4(f) of the National Transportation Act (i.e., listed or eligible built environment resources or archaeological resources that warrant preservation in place), Caltrans must prove that there are no prudent and feasible alternatives before the project can proceed. Documentation and consultation for compliance with Section 4(f) may take 3-6 months.

8.7 Hydrology and Floodplain:

The project as currently anticipated is not expected to have any hydrological or floodplain impacts.

8.8 Water Quality and Storm Water Runoff:

The project as currently anticipated, with the inclusion of BMP's, is expected to have minimal impacts.

8.9 Geology, Soils, Seismic and Topography:

The project as currently anticipated is not expected to have any Geologic, soils, seismic or topographical impacts.

8.10 Paleontology:

The project as currently anticipated is not expected to have any paleontological impacts.

8.11 Hazardous Waste/Materials:

Based on this review, a Preliminary Site Investigation (PSI) needs to be completed prior to final PA/ED. Potential soil and/or groundwater contamination has been identified throughout the project limits.

Additionally, acquisition of any new r/w will likely require, that at a minimum, the environmental document required for the proposed project will need to be a Negative Declaration (ND) as most intersections in Marysville contain sites that would be considered "Cortese Listed" sites. It is also likely that any new r/w would require that the OEES prepare an Exemption to Acquire Contaminated Parcels and the associated 9-12 month time frame needed to do the exemption. If, as the project progresses, the need for new r/w is identified, the OEES will need Permits to Enter, as soon as possible, to sample any proposed new r/w.

If no new r/w is required, please request the PSI be conducted 6-12 months prior to final PA/ED. If new r/w is required assume that the OEES will require 9-18 additional months to gain access and sample needed r/w and up to 12 additional months to complete the Exemption process.

8.12 Air Quality:

This project is exempt from all air quality conformity requirements per Table 2 of 40 Code of Federal Regulations (CFR) §93.126, subsection "Safety". No further analysis is required.

8.13 Noise and Vibration:

This project is not considered a Type I project as defined by Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects. Therefore, traffic noise analysis is not required.

8.14 Energy and Climate Change:

The project as currently anticipated is not expected to have any energy or climatic impacts.

8.15 Biological Environment:

The project location is entirely located within the city of Marysville which is a developed and highly urbanized area. No natural habitats are found within the project limits and the likelihood of impacts to any sensitive biological resource or species is very low.

A review of the California Natural Diversity Database (attached) and the U.S. Fish and Wildlife Service (USFWS) (attached) were conducted to determine known sightings and locations of sensitive biological species and communities in and around the project locations.

A field review was done on February 2, 2011 by Associate biologist Maurcen Doyle. During the review, the immediate project area did not appear to support habitat for the valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), California red-legged frog (*Rana draytonii*), giant garter snake (*Thamnophis gigas*), Conservancy fairy shrimp (*Branchinecta conservatio*), Vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardii*), or any species of anadromous fish. Due to the highly developed nature of the project location, it also doesn't appear to support much, if any, native vegetation.

8.16 Cumulative Impacts:

The project as currently anticipated is not expected to have any cumulative impacts.

8.17 Context Sensitive Solutions:

The project will include Context Sensitive Solutions elements throughout the project area where feasible. Caltrans will coordinate with the City of Marysville when implementing the proposed elements.

9. Summary Statement for PSR or PSR-PDS
N/A

10. Disclaimer

This Preliminary Environmental Analysis Report (PEAR) provides information to support programming of the proposed project. It is not an environmental determination or document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in the Project Study Report (PSR). The estimates and conclusions in the PEAR are approximate and are based on cursory analyses of probable effects. A reevaluation of the PEAR will be needed for changes in project scope or alternatives, or in environmental laws, regulations, or guidelines.

11. List of Preparers

Cultural Resources specialist Erin Dwyer	Date: 2/14/11
Biologist Maureen Doyle	Date: 2/14/11
Community Impacts specialist N/A	Date: N/A
Noise and Vibration specialist Saeid Zandian	Date: 2/16/11
Air Quality specialist Saeid Zandian	Date: 2/16/11
Paleontology specialist/liaison N/A	Date: N/A
Water Quality specialist Kevin Evarts	Date: 2/22/11
Hydrology and Floodplain specialist N/A	Date: N/A
Hazardous Waste/Materials specialist Mark Melani	Date: 2/1/11
Visual/Aesthetics specialist Kathleen Grady	Date: 2/16/11
Energy and Climate Change specialist N/A	Date: N/A
Other: N/A	Date: N/A
PEAR Preparer (Name and Title) Chris Carroll – Associate Environmental Planner	Date: 2/25/11

12. Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as an EA or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Susan L. Bauer
Environmental Branch Chief

Date: 2-28-11

Ali Kiani
Project Manager

Date: 2-28-11

REQUIRED ATTACHMENTS:

- Attachment A: PEAR Environmental Studies Checklist
- Attachment B: Estimated Resources by WBS Code
- Attachment C: Schedule (Gantt Chart)
- Attachment D: PEAR Environmental Commitments Cost Estimate (Standard PSR)



Chris
Carroll/D03/Caltrans/CAGov
04/27/2011 12:47 PM

To Muhammad Chaudhary/D03/Caltrans/CAGov@DOT
cc Sue Bauer/D03/Caltrans/CAGov@DOT
bcc
Subject Re: 03-2F080K-PSR-Mini-PEAR

Muhammad, We are correct, the proposed environmental document for this project is a Negative Declaration (ND) for CEQA and a Categorical Exclusion (CE) for NEPA. An Initial Study (IS) is the actual environmental document we prepare and the ND is the decision document/signature sheet that becomes a part of the environmental document.

This is due to the fact that there are potential historic, cultural, hazardous waste and Section 4(f) issues within the project area. Also if any R/W or TCE's are needed they will need to be included as part of the environmental clearance project as well.

Each project in a particular area is different so you can't really use that as a comparison. CE projects don't typically involve major cultural, historic, hazardous waste and Section 4(f) issues.

Let me know if you have any further questions.

Thanks

Chris Carroll
Associate Environmental Coordinator
California Department of Transportation - District 3 North Region Environmental Planning
703 "B" Street
Marysville, CA 95901
(530) 741-4276
(530) 741-4457 Fax
Muhammad Chaudhary/D03/Caltrans/CAGov

Muhammad
Chaudhary/D03/Caltrans/CA
Gov
04/27/2011 10:17 AM

To Chris Carroll/D03/Caltrans/CAGov@DOT
cc Sue Bauer/D03/Caltrans/CAGov@DOT
Subject 03-2F080K-PSR-Mini-PEAR

Chris,

PI see page 5 of the PSR in the Attachment below. Brenda Achimpf has asked the question as to what kind of Environmental Doc should we expect? I have also attached page 1 of Mini-PEAR. Page 2 of the Mini-PEAR shows that it will have Neg Dec under CEQA, and CE under NEPA.

I also have a question as to why this one will have Neg Dec under CEQA as other similar projects in the area will have CE, CE? PI respond soon as this PSR is in signature cycle. Thanks.

Muhammad Saeed Chaudhary
(530) 741-5407

----- Forwarded by Muhammad Chaudhary/D03/Caltrans/CAGov on 04/27/2011 10:10 AM -----



"MUHAMMAD_CHAUDHARY"

ATTACHMENT C

Initial Site Assessment for Hazardous Waste

State of California

Business, Transportation and Housing Agency

Memorandum

To: Mohammad Rayyan
Project Engineer
703 B Street
Marysville CA 95901

Date: February 1, 2011

File No: 03-Sut/Yub-20/70
PM 0.0/3.38, 13.23/15.41
ADA Compliance Project

EA: 03-2F080K

From: DEPARTMENT OF TRANSPORTATION
Office of Environmental Engineering – South (OEES)

Subject: Initial Site Assessment (ISA)

Per your request, OEES has reviewed the above referenced project. The project proposes to reconstruct or install sidewalks, curb ramps, pedestrian accessible traffic signals, flatten driveway approaches, etc. for ADA compliance. Soil disturbance will occur during construction and staging. Excess soil may be generated during construction. All work will occur within existing Caltrans r/w. The project, as proposed, does not impact a "Cortese" listed site. Thermoplastic and/or paint striping will be removed as part of this project.

Based on this review, a Preliminary Site Investigation (PSI) needs to be completed prior to final PAED. Potential soil and/or groundwater contamination has been identified throughout the project limits. Additionally, acquisition of ANY new r/w will likely require, that at a minimum, the environmental document required for the proposed project will need be a Negative Declaration as most intersection in Marysville contain sites that would be considered "Cortese Listed" site. It is also likely that any new r/w would require that OEES prepare an Exemption to Acquire Contaminated Parcels and the associated 9 to 12 month time frame needed to do the exemption. If, as the project progresses, the need for new r/w is identified, OEES will need Permits to Enter, as soon as possible, to sample any proposed new r/w. Based on the final project scope, OEES will require \$50,000 to \$ 150,000 and 360 hours of WBS 165 time to sample within the proposed project limits. If no new r/w is *

* SEE ATTACHED E-MAIL, DATED MARCH 8, 2011

** SEE COMMENT ON EMAIL

required, please request the PSI be conducted 6 to 12 months prior to final PAED. If new r/w is required please assume that OEES will require 9 to 18 months to gain access and sample needed r/w and up to 12 additional months to complete the Exemption process. Final project SSP/NSSP needs will be identified and drafted upon completion of the PSI.

If there are any significant changes to the project scope, or if new information is identified, please contact the OEES, as soon as reasonably possible so the significance of the information and the need for additional studies can be assessed. If you have any questions or comments, please feel free to call me at (530) 741-4556.

Mark Melani,
Office of Environmental Engineering – South

cc: File
Chris Carroll, Associate Environmental Coordinator
(Electronic copy only)



Mark
Melani/D03/Caltrans/CAGov
03/08/2011 11:34 AM

To Muhammad Chaudhary/D03/Caltrans/CAGov@DOT
cc Joseph Estepa/D03/Caltrans/CAGov@DOT, Mohammad
Rayyan/D03/Caltrans/CAGov@DOT
bcc
Subject Re: ADA Project-ISA-Rte 70/20-EA: 03-2F080K

Great,

* * Based on our discussions and the apparent lack of new r/w the reduction of cost and scope seem reasonable. We all just need to remember that it will be very hard to add any r/w at the last minute for this project without an 18 month lead time due to likely contamination within the project limits.

Thanks,

Mark Melani
Caltrans
Office of Environmental Engineering - South
703 B Street
Marysville, California 95901

Phone (530) 741-4556
FAX (530) 741-4457
Muhammad Chaudhary/D03/Caltrans/CAGov

Muhammad
Chaudhary/D03/Caltrans/CA
Gov
03/08/2011 11:15 AM

To Mark Melani/D03/Caltrans/CAGov@DOT
cc Joseph Estepa/D03/Caltrans/CAGov@DOT, Mohammad
Rayyan/D03/Caltrans/CAGov@DOT
Subject ADA Project-ISA-Rte 70/20-EA: 03-2F080K

Mark, Good Day!

As we discussed this morning the costs for ISA work on the subject project projected to be in the \$50K to \$150K range, we feel that in view of not anticipating any R/W acquisition at this time, the cost for ISA work could be reduced to a very small amount. However, we both felt that because of unknowns at this time, let us assume \$50,000 as the capital cost for contract lab work etc. and 160 support hours for this project. The numbers can be refined later when we have better information.

Muhammad Saeed Chaudhary
(530)741-5407

* * Based upon this comment & comments in the
Constructibility Review meeting, we decided to
use \$60K.

Msc

4-25-2011

ATTACHMENT D

Right of Way Data Sheet

Memorandum

*Flex your power!
Be energy efficient!*

To: Eric Y. Wong
Chief Traffic Design Branch
Department of Transportation, District 3

Date: March 7, 2011
E.A. 2F080
PN: 0300020462
File: 03-Yub-70 13.23/15.411,
Yub-20 0.00/3.379

Attention M. Saeed Chaundhary
Project Engineer

From: JOHN BALLANTYNE 
Assistant Division Chief, North Region Right of Way

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on November 10, 2010 .

Right of Way requests a minimum of 30 months lead time in order to clear and process the certification timely.

Attachments:
Right of Way Data Sheet

cc. Martin Villanueva

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET



Date: March 7, 2011
 E.A. 2F080
 PN: 0300020462
 File: 03-Yub-70 13.23/15.411, Yub-20 0.00/3.379

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$325,000	5%	\$343,814
B. Mitigation acquisition & credits	\$0		\$0
C. Project Development Permit Fees	\$4,000	5%	\$4,232
Subtotal	\$329,000		\$348,046
D. Utility Relocation (State Share) (Owner's share: \$390,000)	\$0		\$0
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$329,000		\$348,000
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification

May 1, 2012

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X 0		U4 - 1 2	None 0
A 104		- 2 0	C&M Agrmt
B 0		- 3 0	Svc Contract
C 0	0	- 4 0	Easements
D 0	0	U5 - 7 0	Rights of Entry
Total 104		- 8 0	Clauses 1
		- 9 2	
Areas:			Misc. R/W Work
TCE: 167700 SF			RAP Displ N/A
Excess: N/A	No. Excess Pcls: 0		Clear/Demo N/A
Mitigation: N/A			Const Permits N/A
			Condemnation 26
			USA Involvement No

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

4. Are there any major items of construction contract work?
Yes _____ No X

Road approaches have been identified as Construction Contract Work.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

This project consists of Temporary Construction Easements on residential and commercial properties.

6. Are any properties acquired for this project expected to be rented, leased, or sold?
Yes _____ No X

7. Is there an effect on assessed valuation? Yes _____ Not Significant _____
No X

8. Are utility facilities or rights of way affected? Yes X No _____

According to the P.E., there are 18 utility poles, 2 fire hydrants, 1 utility box, 6 electrical cabinets, and 3 manholes that require relocating.

9. Are railroad facilities or rights of way affected? Yes _____ No X

Per the Project Engineer, no RR involvement on this project is anticipated. There are four grade-separated crossings located within the project limits. (Feather River Bridge - SUT 20-PM 17.0, Marysville Underpass - YUB 70-PM 15.11, Binney Junction Underpass - YUB 70-PM 15.41 and East Marysville Underpass - YUB 20-PM 1.55)

10. Were any previously unidentified sites with hazardous waste and/or material found?
Yes _____ None Evident X

11. Are RAP displacements required? Yes _____ No X
- | | | | |
|----------------------|-------------------|---------------------------|-------------------|
| No. of single family | <u> </u> | No. of business/nonprofit | <u> </u> |
| No. of multi-family | <u> </u> | No. of farms | <u> </u> |

Based on Draft/Final Relocation Impact Statement/Study dated N/A
it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?
Yes _____ No X

13. Are there potential relinquishments and/or abandonments?
Yes _____ No X

14. Are there any existing and/or potential airspace sites?
Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way requests a minimum of 30 months lead time in order to clear and process the certification timely.

16. Is it anticipated that Caltrans will perform all Right of Way work?
Yes X No _____

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

17. Assumptions and Limiting Conditions:

- 17.1 Maps delivered with the datasheet request are insufficient to determine final right of way needs.
- 17.2 Design will secure all necessary encroachment permits from the local agencies.
- 17.3 All work necessary to conform road approaches or adjust the slope of sidewalks will be performed within the current right of way or within Temporary Construction Easements.
- 17.4 Support resources and lead time are less than Right of Way work-norms dictate based on the potential savings due to economy of scale.

Evaluation Prepared By:

Right of Way:


Kelly J Kilpatrick

Date 4/6/11

Reviewed By:

RW Planning & Management:


Rich Covey

Date 4/6/11

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

RECOMMENDED FOR APPROVAL


JENNIFER LOWDEN,
Senior Right of Way Agent
Project Coordination
Marysville

4-6-11
Date

APPROVED:


JOHN BALLANTYNE
Assistant Division Chief,
North Region Right of Way

4/6/11
Date

ATTACHMENT E

Traffic Management Plan Data Sheet

Memorandum

*Flex your power!
Be energy efficient!*

To: Mohammad Rayyan
District 3-Traffic Design

Date: Mar 8, 2011

File: 03-2F080K
Yub-20, PM 0.55/0.84,
1.472/R2.08
Yub-70, PM 14.0/14.55
14.68/15.41

From: NHAN BUI
TMP Coordinator
Transportation Management Planning

Subject: Transportation Management Plan (TMP) Data Sheet

Background

- This project is located on multi-lane highway and two-lane, two-way highway, the daily peak-hour volume (in both directions) range from 3,750 vph to 5,200 vph. This project proposes to reconstruct or install sidewalks, curb ramps, pedestrian accessible traffic signals, flatten driveway approaches, etc.
- For Traffic volumes refer to **Table-1**.

Table-1: Traffic Volumes (2009 Traffic Volumes on California State Highways)			
Location Description	Type of Roadway	Peak-Hour (both directions combined) (vph)	AADT (vpd)
03-Yub-20-PM 0.55/0.84 1.472/R2.08	Multi-lane and 2-Lane, 2-Way	3,750	35,000
03-Yub-70-PM 14.0/14.55 14.68/15.41	Multi-lane	5,200	48,000

- Truck traffic at this location on SR-70 and SR-20 ranges from 7.0% to 13.5% of the total AADT.

Recommendations

- Whenever one-way traffic control is maintained, traffic should be stopped for periods not to exceed 10 minutes, after which accumulated traffic shall pass through before another closure is made.
- On 2-lane, 2-way roadway, a minimum of one paved traffic lane, not less than 11 feet wide, shall be open for use by public traffic.
- On multilane roadway, a minimum of one paved traffic lane, not less than 11 feet wide, shall be open in each direction of travel.
- Lane closures on multilane roadways will be performed in accordance with Standard Plan Sheet T10, "Traffic Control System for Lane Closure on Freeways and Expressways", and Standard Plan Sheet T11, "Traffic Control System for Lane Closure on Multilane Conventional Highways".
- Access to driveways and cross streets must be maintained during construction, in accordance with traffic control standard plans or traffic handling plans.
- Pedestrian and bicycle access must be maintained during construction. Additional signs will be required to detour pedestrians and bicycle traffic
- Lane closures on the two-lane, two-way roadway will be performed with reversible traffic control using flaggers, in accordance with Standard Plan sheet T13.
- When closures occur within 200 feet of an intersection, flaggers shall be deployed to control all legs of the intersection.
- The maximum length of any lane closure shall be limited to 0.75 mile
- Portable changeable message signs (PCMS) will be required in direction of traffic during construction for each lane or shoulder closure.
- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays, and when construction operations are not actively in progress.
- Work at these locations may require the assistance of COZEEP, but a full time COZEEP presence is not anticipated.
- If there is a change in the scope or schedule of the project, the TMP unit must be advised, as this may affect the TMP recommendations.
- Coordination with projects within, or nearby the project limits will be required to avoid conflicts. Care should be taken in the timing of the schedules of each project to ensure that they are not constructed at the same time, or at a minimum to ensure that all projects are coordinated during construction to minimize any interference among the various projects.
- Lane closure charts will have to be developed prior to P&E

Cost

- For estimating purposes, the costs for the Traffic Management Plan (TMP) items include:
 - Traffic Control System and Maintain Traffic: \$2,000/traffic control day
 - Portable Changeable Message Signs: \$125/sign/traffic control day
- The cost for Public Information Office (PIO) is estimated at \$500 (lump sum) for this project. The PIO funds are paid for public outreach in the form of fliers, mailers, brochures and other uses as determined by the Public Information Officer.
- COZEEP is estimated at \$1,000 per working day and \$2,000 per working night whenever CHP involvement is needed during construction. COZEEP estimate should include 2 officers per vehicle when performing night work.
- If there is a change in the scope of the project or the order of work (schedule), please advise the TMP unit, as this may affect the TMP estimate.

P & E Requirement

To complete a TMP for this project, please provide the following to the Office of Traffic Management Planning at least three months prior to P&E: project description, title sheet, typical cross sections, layout sheets, construction cost estimates, number of working days, project schedule, and a contact person.

Needed Resources

TMP office will need the following resources to complete our work:

Activity 160	60 hours
Activity 230	160 hours
Activity 255	40 hours
Activity 265	30 hours
Activity 270	40 hours
Activity 285	10 hours

Attachments

TMP Checklist

D-3 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District / EA: 03-2F080K
 Date Prepared: March 8, 2011
 Prepared By: Nhan Bui

Co.Rte.-PM Yub-20 PM Vars; Yub-70 PM Vars
 Location: On SR-20 and SR-70 in Yuba County in the City of Marysville
 Description: Install Sidewalks, curb ramps, etc.

1.0 Public Information Strategies

- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center
- 1.5 Public Meetings/Speakers Bureau
- 1.6 Project Telephone Hotline
- 1.7 Internet, E-Mail
- 1.8 Local cable TV and News
- 1.9 Notification to Impacted groups
 (i.e. bicycle users, pedestrians with disabilities, others)
- 1.10 Project Web Page
- 1.11 Caltrans Public Information Office
- 1.12 Consultant Public Information Office
- 1.13 Other items

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	UNIT COST	REQUIRED IN SPEC.
X						
	X					
	X					
	X					
	X		066063			
	X					
	X					
	X					
	X					
	X					
	X					
	X					
	X					
	X		066063			
	X					
	X					

2.0 Traveler Information Strategies

- 2.1 Changeable Message Signs (permanent)
- 2.2 Changeable Message Signs (portable)
- 2.3 Special Construction Signs
- 2.4 Traveler Information Systems (CHIN/Internet)
- 2.5 Highway Advisory Radio "HAR" (fixed or mobile)
- 2.6 Radar Speed Sign
- 2.7 Traffic Management Team
- 2.8 Revised Transit Schedules/ Maps
- 2.9 Bicycle community information
- 2.10 Other item

		X		If available		
X			128650			
		X	120690			X
		X	861985			
		X	860520	If available		
		X	066064			
		X				
		X				
		X				
		X				
		X				

3.0 Incident Management

- 3.1 COZEPP
- 3.2 Freeway Service Patrol (tow truck service patrol)
- 3.3 Traffic Surveillance Stations (loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector (Caltrans)
- 3.6 Traffic Management Team
- 3.7 On-site Traffic Advisor (contractor)
- 3.8 Other Items

X			066062			
		X	066065			
		X	066876			
		X				
	X					
		X				
		X				
		X				
		X				

4.0 Construction Strategies

- 4.1 Delay damage clause
- 4.2 Night work
- 4.3 Weekend Work
- 4.4 Extended Weekend Closures
- 4.5 Planned Lane Closures
- 4.6 Planned Ramp/Connector Closures
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths

	X					
	X					
		X				
		X				
		X				
		X				
		X				
		X				
		X				
		X				
		X				
		X		Minimum 11'		

4.0 Construction Strategies (Continued)

- 4.11 Temporary K-Rail
- 4.12 Temporary Traffic Screens
- 4.13 Reduced Speed Zones
- 4.14 Traffic Control Improvements
- 4.15 Contingency Plans
 - 4.15.1 Material Plant on standby
 - 4.15.2 Extra Critical Equipment on site
 - 4.15.3 Material Testing Plan
 - 4.15.4 Alternate Material on site
(In case of failure or major delays)
 - 4.15.5 Emergency Detour Plan
 - 4.15.6 Emergency Notification Plan
 - 4.15.7 Weather Conditions Plan
 - 4.15.8 Delay Timing and Documentation Plan
 - 4.15.9 Late Closure Reopening Notification
- 4.16 Signal timing modification
- 4.17 Coordination with adjacent construction
- 4.18 Double Fine Zone (signs)
- 4.19 Right of Way Delay
- 4.20 Other Items

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEEES Item No.	COMMENTS	UNIT COST	REQUIRED IN SPEC.
		X	129000			
		X	129150			
		X				
		X				
X						
		X				X
	X					
	X					
		X				
	X					
	X					
		X				
	X					
	X					
X						
X						X
		X	066022			
	X					

5.0 Demand Management

- 5.1 HOV Lanes/Ramps
- 5.2 Ramp metering
- 5.3 Park-and-Ride Lots
- 5.4 Parking Management/Pricing
- 5.5 Rideshare Incentives
- 5.6 Rideshare Marketing
- 5.7 Transit, Train, or Light-Rail Incentives
- 5.8 Transit Service Modification
- 5.9 Variable Work Hours
- 5.10 Telecommute
- 5.11 Other Items

		X				
		X				
		X				
		X				
		X				
		X	066069			
		X	066066			
		X				
		X				
		X				
		X				

6.0 Alternate Route Strategies

- 6.1 Ramp Closures
- 6.2 Street Improvements
- 6.3 Reversible Lanes
- 6.4 Temporary Lanes or Shoulders Use
- 6.5 Freeway to freeway connector closures
- 6.6 Encroachment Permit from City/County

		X				
		X				
		X				
		X				
		X				
		X				

7.0 Other Strategies

- 7.1 Application of new technology
- 7.2 Other Items

		X				
		X				

Comments:

ATTACHMENT F

Landscape Architectural Assessment Sheet



**NORTH REGION
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET**
03-LAND-0002 (Rev. 3/03)

TO: Mohammad Ryyan FROM: Jane Donohoe Unit/Senior TE Name: Eric Wong Project Manager: Martin Villaneuva	CO: Yub DISTRICT: 03 DATE: 02/15/11 EA: 2F080k	RTE: 20/70	PM: 0.00/3.38, 13.23/15.41 (at various locations)
PROJECT SEPARATION: <input checked="" type="checkbox"/> Landscape as part of roadway work EA <input type="checkbox"/> Landscape under separate EA (Follow-up)	PROJECT: ADA compliance TYPE: SHOPP PROJECT MILESTONE: PID		

PROJECT DESCRIPTION: The project proposes to reconstruct or install sidewalks, curb ramps, pedestrian accessible traffic signals, flatten driveway approaches, etc. for ADA compliance. It is anticipated that environmental document will be a CE for this type of work. The proposed project scope will be within State Right of Way.
A PSR for this project is being prepared and is scheduled for completion by March 1, 2011.

AREA FOR HIGHWAY PLANTING:	0		
AREA FOR EROSION CONTROL:	2000 yd ²		
PLANT COUNT FOR MITIGATION PLANTING:	0		
REPLACEMENT PLANT COUNT:	30 Trees		
LANDSCAPE FREEWAY STATUS:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
HIGHWAY PLANTING IS:	<input type="checkbox"/> Warranted	<input checked="" type="checkbox"/> Not Warranted	
SCENIC HIGHWAY STATUS:	<input type="checkbox"/> Officially Designated	<input type="checkbox"/> Eligible	<input checked="" type="checkbox"/> Not Designated
REVEGETATION REQUIRED?	<input type="checkbox"/> Permit Required	<input checked="" type="checkbox"/> Offset of Visual Impact	<input type="checkbox"/> Other (Forest Service, BLM, etc.)
BIOLOGIST CONTACT:	Chris Carroll		
DATE OF CONTACT:	02/15/11		
REVEG. SPECIALIST CONTACT:	N/A		

ADJACENCY TO BILLBOARDS:
<input type="checkbox"/> Project area is adjacent to outdoor advertising. <input checked="" type="checkbox"/> Project area is not adjacent to outdoor advertising.

WATER AND POWER AVAILABILITY: Yes

IS THERE (E) IRRIGATION THAT WILL BE IMPACTED BY THIS PROJECT: ☒ Yes ☐ No

DESIGN FOR MAINTENANCE SAFETY: N/A

CONTEXT SENSITIVITY:
<input checked="" type="checkbox"/> It is determined that the project will involve consideration of highway aesthetics and will require further evaluations pertaining to specific roadside enhancements.
<input type="checkbox"/> No foreseen issues with highway aesthetics <input type="checkbox"/> Other _____

COOPERATIVE MAINTENANCE AGREEMENTS: Yes. City of Marysville.

Project may involve additional tasks indicated	<input checked="" type="checkbox"/> Visual Simulation	<input checked="" type="checkbox"/> Erosion Control	<input checked="" type="checkbox"/> SWPPP/NPDES
	<input checked="" type="checkbox"/> Highway Planting	<input checked="" type="checkbox"/> Field Visit	<input checked="" type="checkbox"/> Context Sensitive Solutions/Aesthetics
	<input type="checkbox"/> Contour Grading	<input checked="" type="checkbox"/> Cost Estimate	<input checked="" type="checkbox"/> Landscape Evaluation



**NORTH REGION
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET**
03-LAND-0002 (Rev. 3/03)

COST INFORMATION:

<input type="checkbox"/> Replacement planting (30 trees, @\$1000/tree)	\$ 30,000
<input type="checkbox"/> 1-year Plant Establishment (10% of planting cost/ yr)	\$ 3,000
<input type="checkbox"/> Replace grass strip (estimated area 2,000 yd ² , \$34/yd ²)	\$ 68,000
<input type="checkbox"/> Replace/ Modify existing irrigation system (estimated 2,000sqyd x \$23/yd ²)=	\$ 46,000
<input type="checkbox"/> Soil amendment (1CY soil amdt / 22sqyd turf) 2,000/22=90, \$53/cyX90=	\$ 4,820
<input type="checkbox"/> Erosion Control type wood mulch(estimated area 2,000 yd ²)	\$ 16,000

TOTAL \$167,820

OTHER RELATED INFORMATION:

☒ Landscape Architecture Resource Estimate:

1. EA 0A580- Refer to LAAS for ea 0A580 (project currently in ps&e). Due to programming and time constraints some work identified in this project may not be addressed, maybe considered in this project.
2. Trees to remain- All trees along Ellis Lake are to remain preserved and protected. Also 1 large tree located at corner of E12th St/ hwy 20 and Buchanan St. maybe considered for preserving and protecting. This tree is old and large in size can easily be identified as a visual and environmental resource for the locals.
3. Curb ramps color standard- The existing ADA curb ramps brick-red maybe the preferred choice for visual tie and consistency reason but ultimately the design need to check for what is the standard.

ROADSIDE VEGETATION MANAGEMENT TREATMENT NEEDS:

- ☐ Extended Gore Areas
- ☐ Guardrails and Signs
- ☐ Medians
- ☐ Road Edge
- ☐ Side Slopes/Embankment Slopes

(See: <http://www.dot.ca.gov/hq/LandArch/roadside/index.htm> for potential treatment measures)

PREPARED BY: Jane Donohoe

DATE: 02/15/11

CONCURRED BY:

Ali Kiani
(Project Manager)

DATE:

4-20-11

APPROVED BY:

DATE: 2/13/11

(Landscape Architecture or Engineering Services Branch Chief)

Resources by WBS Code (Landscape Architecture)				
WBS Activity	03- Yub 20/70, ADA compliance, Marysville. Project at K-phase, ea 2F080	Hrs needed	Begin Date	End Date
100 PROJECT MANAGEMENT				
100.05 Project Management - PID component				
100.10 Project Management - PA & ED Component				
100.15 Project Management - PS&E Component				
150 PROJECT INITIATION DOCUMENT (PID)				
150.20.15 Perform Landscape/Aesthetic Analysis		40		
150.25.20 Circulate, Review, & Approve PID		10		
160 PERFORM PRELIMINARY ENGINEERING STUDIES & PREPARE PROJECT REPORT				
160.05 Review and Update Project Information		10		
160.10.30 Develop Highway Planning Design Concepts (includes mitigation, replacement and new planting, LAAS)		60		
160.15.05 Prepare Cost Estimate for Alternatives		40		
160.15.25 Circulate, Review, & Approve Draft Project Report				
185 PERFORM ENVIRONMENTAL STUDIES & PREPARE DRAFT ENVIRONMENTAL DOCUMENT (DED)				
185.05.05 Review Project Information		5		
185.15.05 Perform Biological Assessment				
185.10.20 Perform Visual Impact Analysis		10		
175 CIRCULATE DED & SELECT PREFERRED PROJECT ALTERNATIVE				
175.10.15 Prepare Displays for Public Viewing				
175.10.35 Hold Public Hearing				
185 PREPARE BASE MAPS and PLAN SHEETS				
185.05.10 Update Project Information (update of Landscape scope and costs for PE when requested)		10		
185.15 Perform Preliminary Design		10		
205 OBTAIN PERMITS, AGREEMENTS & ROUTE ADOPTIONS				
205.10 Obtain Permits (includes preparation of attachments by Landscape to assist Enviro in obtaining permits)				
230 PREPARE DRAFT PS&E				
230.05.35 Prepare Contour Grading Plans				
230.05.45 Prepare Noise Barrier Plans				
230.05.50 Prepare Retaining Wall Plans				
230.10 Prepare Draft Highway Planting Plans		80		
230.35.10 Develop Highway Planting Specs		20		
230.35.40 Develop Erosion Control Specs		5		
230.40.10 Calculate Highway Planting Quantities and Estimate		20		
230.40.40 Calculate Erosion Control Quantities and Estimate		5		
230.60 Review and Update Project Information for PS&E Package (Constructability Review and Storm Water Data Report Review)		10		
235 MITIGATE ENVIRONMENTAL IMPACTS & CLEAN-UP HAZARDOUS WASTE				
235.05.15 Perform Biological Mitigation (problem with this is that we can only charge to this during phase 1 of EA)				
235.35 Perform Long Term Mitigation Monitoring				
255 CIRCULATE, REVIEW & PREPARE FINAL DISTRICT PS&E PACKAGE				
255.10.10 Update Highway Planting PS&E		40		
270 PERFORM CONSTRUCTION ENGINEERING & GENERAL CONTRACT ADMINISTRATION				
270.20.50 Provide Technical Support		20		
270.25 Perform Construction Contract Administration Work (initiate Reveg Interagency Agreements)				
270.35.10 Perform Plant Inspection for Quality Assurance				
270.60 Administer Plant Establishment				
285 PREPARE and ADMINISTER CONTRACT CHANGE ORDERS				
285.10 Provide Functional Support				
295 ACCEPT CONTRACT, PREPARE FINAL CONSTRUCTION ESTIMATE, AND PREPARE FINAL REPORT				
295.35.05 Revegetation Field Work				
295.35.10 Revegetation Monitoring				
295.35.15 Revegetation Close-Out (Final Report)				
Total Hours		395		

ATTACHMENT G

Storm Water Data Report

APPENDIX E

Short Form - Storm Water Data Report

Dist-County-Route: 03-Yuba-20,70
 Post Mile Limits: 0.00/3.379
 Project Type: SHOPP
 Project ID (or EA): 03-2F080K
 Program Identification: _____
 Phase: ☒ PID
☐ PA/ED
☐ PS&E

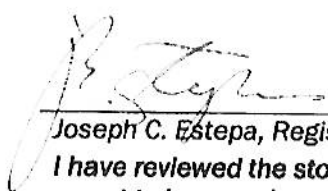
Regional Water Quality Control Board: Region 5 - Central Valley RWQCB

- | | | |
|---|------------------------------|--|
| 1. Is the project required to consider incorporating Treatment BMPs? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 2. Does the project disturb 5 or more acres of soil? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 4. Does the project potentially create permanent water quality impacts? | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |
| 5. Does the project require a notification of ADL reuse | Yes <input type="checkbox"/> | No <input checked="" type="checkbox"/> |

If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.


Estimate Construction Start Date: _____ Construction Completion Date: _____
 Separate Dewatering Permit (if yes, permit number) Yes ☐ Permit # _____ No ☒
 Erosivity Waiver Yes ☐ Date: _____ No ☒

This Short Form - Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

 3/19/11
 Joseph C. Estepa, Registered Project Engineer

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

(Stamp Required for PS&E only)

 3/14/11
 Heath Hatheway, District/Regional SW Coordinator or Designee Date

1. Project Description

The project proposes to reconstruct or install sidewalks, curb ramps, pedestrian accessible traffic signals, flatten driveway approaches, etc. for ADA compliance. The Disturbed Soil Area (DSA) for this project is approximately 0.39 acre (reconstruct sidewalk= 1.10 acre, new sidewalk=0.39 acre). A PSR for this project is being prepared and is scheduled for completion by March 31, 2011.

The majority of the project will not disturb any existing vegetation and create new slopes. It will not change existing drainage patterns, and runoff channels or drains. Most of the locations where new sidewalks and curb ramps are installed are already paved, which minimizes the impact on existing drainage patterns and vegetations. Therefore, this project does not have the potential to create water quality impacts.

2. Construction Site BMPs

Temporary construction site BMPs will be deployed under a contractor prepared WPCP. Temporary concrete washouts, stabilized construction entrance/exits, and fiber roll have been identified as potential contract bid line items. Additional items may be identified during the project design phase. All remaining water pollution control items will be included in the BEES Construction Site Management lump sum bid item. Construction site BMP cost has been estimated at \$ 60,000 using Option 1, Percentage of Total Construction Cost as shown in Appendix F of the PPDG and 2% of total construction cost was used. Attachment of the completed Construction Site BMP Consideration form documents Construction Division Concurrence in accordance with current North Region directives.

3. Required Attachments¹

- Vicinity Map
- Evaluation Documentation Form
- Construction site BMP Consideration Form

¹ Additional attachments may be required as applicable or directed by the District/Regional Design Storm Water Coordinator (e.g. BMP line item estimate, DPP, CS checklists, etc).

Evaluation Documentation Form

DATE: March 7, 2011

Project ID (or EA): 03-2f080K

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION FOR EVALUATION
1.	Begin Project Evaluation regarding requirement for consideration of Treatment BMPs	✓		See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs. Go to 2
2.	Is this an emergency project?		✓	If Yes, go to 10. If No, continue to 3.
3.	Have TMDLs or other Pollution Control Requirements been established for surface waters within the project limits? Information provided in the water quality assessment or equivalent document.		✓	If Yes, contact the District/Regional NPDES Coordinator to discuss the Department's obligations under the TMDL (if Applicable) or Pollution Control Requirements, go to 9 or 4. ____ (Dist./Reg. SW Coordinator Initials) If No, continue to 4.
4.	Is the project located within an area of a local MS4 Permittee?	✓		If Yes, (Marysville), go to 5. If No, document in SWDR go to 5.
5.	Is the project directly or indirectly discharging to surface waters?	✓		If Yes, continue to 6. If No, go to 10.
6.	Is it a new facility or major reconstruction?	✓		If Yes, continue to 8. If No, go to 7.
7.	Will there be a change in line/grade or hydraulic capacity?			If Yes, continue to 8. If No, go to 10.
8.	Does the project result in a <u>net increase of one acre or more of new impervious surface</u> ?		✓	If Yes, continue to 9. If No, go to 10. ____ ? (Net Increase New Impervious Surface)
9.	Project is required to consider approved Treatment BMPs.			See Sections 2.4 and either Section 5.5 or 6.5 for BMP Evaluation and Selection Process. Complete Checklist T-1 in this Appendix E.
10.	Project is not required to consider Treatment BMPs. ____ (Dist./Reg. Design SW Coord. Initials) ____ (Project Engineer Initials) 3/19/11 (Date)	✓		Document for Project Files by completing this form, and attaching it to the SWDR.

1. See Figure 4-1, Project Evaluation Process for Consideration of Permanent Treatment BMPs

Construction Site BMP Consideration Form

DATE: March 9, 2011

Project EA: 03-2f080k

Project Evaluation Process for the Consideration of Construction Site BMPs

NO.	CRITERIA	YES ✓	NO ✓	SUPPLEMENTAL INFORMATION
1.	Will construction of the project result in areas of disturbed soil as defined by the Project Planning and Design Guide (PPDG)?	✓		If Yes, Construction Site BMPs for Soil Stabilization (SS) will be required. Complete CS-1, Part 1 . Continue to 2. If No, Continue to 3.
2.	Is there a potential for disturbed soil areas within the project to discharge to storm drain inlets, drainage ditches, areas outside the right-of-way, etc?	✓		If Yes, Construction Site BMPs for Sediment Control (SC) will be required. Complete CS-1, Part 2 . Continue to 3.
3.	Is there a potential for sediment or construction related materials and wastes to be tracked offsite and deposited on private or public paved roads by construction vehicles and equipment?	✓		If Yes, Construction Site BMPs for Tracking Control (TC) will be required. Complete CS-1, Part 3 . Continue to 4.
4.	Is there a potential for wind to transport soil and dust offsite during the period of construction?		✓	If Yes, Construction Site BMPs for Wind Erosion Control (WE) will be required. Complete CS-1, Part 4 . Continue to 5.
5.	Is dewatering anticipated or will construction activities occur within or adjacent to a live channel or stream?		✓	If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Part 5 . Continue to 6.
6.	Will construction include saw-cutting, grinding, drilling, concrete or mortar mixing, hydro-demolition, blasting, sandblasting, painting, paving, or other activities that produce residues?	✓		If Yes, Construction Site BMPs for Non-Storm Water Management (NS) will be required. Complete CS-1, Parts 5 & 6 . Continue to 7.
7.	Are stockpiles of soil, construction related materials, and/or wastes anticipated?		✓	If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6 . Continue to 8.
8.	Is there a potential for construction related materials and wastes to have direct contact with precipitation; stormwater run-on, or stormwater runoff; be dispersed by wind; be dumped and/or spilled into storm drain systems?	✓		If Yes, Construction Site BMPs for Waste Management and Materials Pollution Control (WM) will be required. Complete CS-1, Part 6 . Continue to 9.
9.	End of checklist.			Document for Project Files by completing this form, and attaching it to the SWDR.

PE to initialize after concurrence with Construction (PS&E only)

Date

ATTACHMENT H

Cost Estimate

PSR PROJECT ESTIMATE

District-County-Route: 03-Yub 20,70
PM: 0.00/3.379,13.230,15.411
EA: 03-2F080K
Program Code:

PROJECT DESCRIPTION:

Limits

Proposed Improvement (Scope)

This project proposes to install or upgrade pedestrian infrastructure within the State's right of way that is not in compliance with ADA standards.

Alternate

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 3,251,000
TOTAL STRUCTURE ITEMS	\$ 0
SUBTOTAL CONSTRUCTION COSTS	\$ 3,251,000
TOTAL RIGHT OF WAY ITEMS	\$ 348,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 3,600,000

Reviewed by District Program Manager _____
(Signature)

Approved by Project Manager _____ Date _____
(Signature)

Phone No. _____

Page No. X of X

03-Yub-20 PM 0.00-3.379
03-Yub-70 PM 13.230-15.411
EA: 03-2F080K

I. ROADWAY ITEMS

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation	910	CY	\$ 55	\$ 50,050	
			\$	\$	
Subtotal Earthwork \$					50,050

<u>Section 2 Pavement Structural Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Remove Concrete (Curb, Gutter, Curb Ramp and Sidewalk)	1,020	CY	\$ 100	\$ 102,000	
Minor Concrete (Minor Construction)	1,840	CY	\$ 350	\$ 644,000	
Curb Ramp Detectable Warning Surface	340	SQYD	\$ 200	\$ 68,000	
Hot Mix Asphalt Concrete (Type A)	91	TON	\$ 110	\$ 10,010	
			\$	\$	
			\$	\$	
Subtotal Pavement Structural Section \$					824,010

<u>Section 3 Drainage</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Drainage	1	LS	\$ 210,000	\$ 210,000	
			\$	\$	
Subtotal Drainage \$					210,000

03-Yub-20 PM 0.00-3.379
03-Yub-70 PM 13.230-15.411
EA: 03-2F080K

Section 4: Specialty Items

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Resident Engineer Office Space	1	LS	\$ 5,000	\$ 5,000	
Water Pollution Control	1	LS	\$ 60,000	\$ 60,000	
Hazard Waste	1	LS	\$ 60,000	\$ 60,000	
Subtotal Specialty Items \$					125,000

Section 5: Traffic Items

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Electrical	1	LS	\$ 400,000	\$ 400,000	
Traffic Management Planning	1	LS	\$ 250,000	\$ 250,000	
Signing and Striping	1	LS	\$ 5,000	\$ 5,000	
			\$	\$	
Subtotal Traffic Items \$					655,000

Section 6 Planting and Irrigation

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Landscape	1	LS	\$ 200,000	\$ 200,000	
			\$	\$	
Subtotal Planting and Irrigation Section \$					200,000

Section 7: Roadside Management & Safety

<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
		\$	\$	
		\$	\$	
Subtotal Roadside Management and Safety Section \$				0

Section 8: Minor Items

\$ 2,064,060 x (5%) = \$ 103,203
(Subtotal Sections 1 thru 7)

TOTAL MINOR ITEMS \$ 103,203

Section 9: Roadway Mobilization

\$ 2,167,263 x (10%) = \$ 216,726
(Subtotal Sections 1 thru 8)

TOTAL ROADWAY MOBILIZATION \$ 216,726

Section 10 Roadway Additions

Supplemental Work
\$ 2,167,263 x (5%) = \$ 108,363
(Subtotal Sections 1 thru 8)

Contingencies
\$ 2,167,263 x (35%) = \$ 758,542
(Subtotal Sections 1 thru 8)

TOTAL ROADWAY ADDITIONS \$ 866,905

TOTAL ROADWAY ITEMS \$ 3,250,895
(Subtotal Sections 1 thru 10)

use 3251000

Estimate Prepared By

(Print Name)

Phone#:

Date:

Estimate Checked By

(Print Name)

Phone#:

Date:

III. RIGHT OF WAY ITEMS

ESCALATED VALUE

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ _____
B. Utility Relocation (State share)	\$ _____
C. Relocation Assistance	\$ _____
D. Clearance/Demolition	\$ _____
E. Title and Escrow Fees	\$ _____

TOTAL RIGHT OF WAY ITEMS \$ 348000
(Escalated Value)

Anticipated Date of Right of Way Certification _____
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work: _____

Right of Way Branch Cost Estimate for Work * \$ _____

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate.

Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared By

(Print Name)

Phone#

Date:

NOTE: If appropriate, attach additional pages and backup.

ATTACHMENT I

Programming Sheet

PROGRAMMING SHEET - 2010/2011

 EA: 03-2F080
 Proj Name: YUB 20/70 ADA

 Project Manager: Ali Kiani
 Co-Rte-PM: YUB-020- 000.0/ 003.3

 Date: 06/13/2011
 Type: SHOPP

PROJECT SCHEDULE

MILESTONE		DATE (STATUS)
Begin Environmental Document	M020	09/01/2011 (T)
Begin Project Report	M040	07/01/2011 (T)
Circulate Environmental Document (DED)	M120	04/01/2012 (T)
Project Approval & Environmental Document (PA&ED)	M200	09/01/2012 (T)
District Submits Bridge Site Data to Structures	M221	
Right of Way Maps	M224	09/01/2012 (T)
Regular Right of Way	M225	03/01/2013 (T)
District Plans, Specifications & Estimates to DOE	M377	12/01/2013 (T)
Draft Structures Plans, Specifications & Estimates	M378	
District Plans, Specifications & Estimates (PS&E)	M380	04/01/2014 (T)
Right of Way Certification	M410	04/01/2014 (T)
Ready to List (RTL)	M460	06/01/2014 (T)
Headquarters Advertise (HQ AD)	M480	08/01/2014 (T)
Approve Construction Contract	M500	12/01/2014 (T)
Contract Acceptance (CCA)	M600	11/01/2015 (T)
End Project	M800	11/01/2017 (T)

ESTIMATE	DATE	AMOUNT
ROADWAY	04/25/11	\$ 3251
BRIDGE		\$ 0
Subtotal Const		\$ 3251
RIGHT OF WAY	03/28/11	\$ 348
MITIGATION		\$ 0
Subtotal RW		\$ 348
GRAND TOTAL		\$ 3599

EXISTING PROGRAMMING	
PAED	\$
PS&E	\$
RW - Sup	\$
RW - Cap	\$
Const - Sup	\$
Const - Cap	\$

*Does not apply to RW Capital + Not Escalated ++ Only Escalated to 1 year into Future

PROJECT COSTS BY SB45 CATEGORY

CAPITAL COST ESTIMATE (Escalation Factor)	Prior Yrs+	10/11+	11/12 (3.5%)	12/13 (3.5%)	13/14 (3.5%)	14/15 (3.5%)	Future++ (3.5%)	Total	
Right of Way			348					\$ 348	
Construction					3604			\$ 3,604	
CAPITAL COSTS TOTAL								\$ 3,952	
SUPPORT COSTS (Escalation Factor)			(1.5%)	(1.5%)	(1.5%)	(1.5%)	(1.5%)		Sup/Cap
PAED		1	205	70				\$ 276	6.98%
PS&E			79	174	179	29		\$ 461	11.67%
Right of Way				414	760	82	186	\$ 1,442	36.48%
Construction						255	251	\$ 507	12.82%
SUPPORT COSTS TOTAL								\$ 2,686	67.95%
TOTAL PROJECT COSTS								\$ 6,638	

PROJECT SUPPORT IN PYS

	Prior Yrs	10/11	11/12	12/13	13/14	14/15	Future	Total	PY %
Environmental	0.00	0.00	0.47	0.19	0.02	0.02	0.02	0.72	2.88%
Design	0.00	0.00	0.04	0.09	0.03	0.01	0.00	0.17	0.68%
Engineering Services	0.00	5.69	0.19	0.15	0.16	0.26	0.15	6.60	26.37%
Surveys	0.00	0.00	0.56	1.07	0.85	0.28	0.61	3.37	13.46%
Right of Way	0.00	0.00	0.10	2.37	5.25	0.32	0.75	8.79	35.12%
Traffic	0.00	0.00	0.40	0.61	0.48	0.15	0.15	1.79	7.15%
Construction	0.00	0.00	0.04	0.04	0.05	1.18	1.04	2.35	9.39%
Project Management	0.00	0.00	0.05	0.11	0.13	0.10	0.18	0.57	2.28%
District Units*	0.00	0.00	0.20	0.14	0.01	0.01	0.02	0.38	1.52%
Subtotal Dist/Region Resources	0.00	5.69	2.05	4.77	6.98	2.33	2.92	24.74	98.84%
59-DES Project Development	0.00	0.00	0.00	0.00	0.00	0.09	0.04	0.13	0.52%
59-DES Structures Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-Office Engineer	0.00	0.00	0.00	0.00	0.09	0.05	0.00	0.14	0.56%
59-DES Project Management	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.02	0.08%
59-DES Construction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-DES Other Units**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Subtotal DES Resources	0.00	0.00	0.00	0.01	0.10	0.14	0.04	0.29	1.16%
TOTAL PYS	0.00	5.69	2.05	4.78	7.08	2.47	2.96	25.03	

*Admin, Ping, Maintenance

**DES Admin, DES Ping, DES Maintenance

HRS/PYS = 1758

Comments: